

NAVY HYDROPLANE WILL GIVE TRIALS TO WASHINGTONIANS

Triad Is to Be Sent From Annapolis Here to Join Later Maneuvers.

MIMIC NAVAL WAR PROMISES NOVELTY

Real Shot Will Attempt to Destroy Aeroplanes and Submarines.

Washingtonians are promised some brand-new aviation thrills. Within the next month Lieutenant Ellyson, aero expert of the navy, is expected to fly to this city, along the water courses, from Annapolis. He will make the flight in the Triad, the new navy hydro-aeroplane.

The Triad is the Glenn Curtiss invention that rises from and alights on the water as easily as the ordinary machine takes and leaves the ground. The Triad will be the first machine of its kind ever seen in Washington. Its flights heretofore have been confined to the Curtiss trial course at Hammondsport, N. Y. Its scope of operations will be enlarged.

A navy aviation school, to rival that conducted by the army at College Park, is being installed at the Naval Academy at Annapolis, and will be in operation in the near future. Lieutenant Ellyson will be in charge, and will be instructor in chief. For several months he has been under the tutelage of Glenn Curtiss, and is expert in the handling of the Triad, as well as land machines.

Capt. Washington I. Chambers, in charge of the aeronautical division of the navy, is reticent regarding future plans of his department, but he admitted today that they are rather ambitious, and include a flight to this city. The flight will be made some time in August, before the battleship fleet assembles off the Virginia coast for battle practice and record target practice.

Will Carry Passenger.

Lieutenant Ellyson will pilot the machine in his flight to Washington, and he will carry Ensign Towers as a passenger. The flight will be made in two days, or possibly in one day, if conditions are favorable. The machine will follow the shore line of Chesapeake bay from the Severn to the mouth of the Potomac, sailing over Chesapeake Beach and the other seashore resorts on the way. Lieutenant Ellyson will have a ample supply of fuel, food, and machine oil, and will be able to stop at any point along the route.

From there Lieutenant Ellyson will fly up the Potomac river to the Tidal reservoir, where he will alight on the water near the Speedway. From this point the Lieutenant probably will sail over the Washington navy yard and other military reservations, to demonstrate the usefulness of his machine in obtaining information.

The Triad is not necessarily a water machine. It can rise with equal facility from land or water, and can alight on either. It is equipped with wheels, the same as the ordinary Curtiss flyer, and its landing conditions are specially designed pontoons that permit it to alight on and rise from the water.

From this city, Lieutenant Ellyson and the Triad will sail to Hampton Roads and the Virginia Capes, where the Triad will participate in the annual summer battle practice of the fleet. The maneuvers this year will be the first in which an aeroplane actually has participated. For several years it has been the custom of the fleet commanders to pretend an airship attack, but this make-believe was not convincing either to officers or to men. In view of the unprecedented success of the Triad in its important part in the maneuvers.

Double Control Style.
The Triad is essentially a two-man machine. Practically all the flights have been made with a passenger, and the control system is so arranged that it can be shied in a moment without danger. With the machine in flight, if the pilot should be killed or become hurt, his assistant could assume complete control merely by pulling the steering wheel and the control levers to his side of the machine.

The mimic naval battle to be held off the Virginia Capes in September will be the most spectacular ever planned. Submarines, torpedo boats, destroyers, and aeroplanes, will make a combined attack, upon the fleet of twenty-one great battleships. Contrary to all previous maneuvers of the kind, the battleships will use actual shot and shells, and will not be confined to the use of blanks. The use of real shot is expected to give the proper element of danger to keep the Jackies on the jump.

The battleships will not direct any ten-inch projectiles at Lieutenant Ellyson, or the torpedo boats, but rather, that their accuracy of fire will be severely tested, in firing upon and hitting targets towed by the aeroplane, and floating targets towed by the torpedo boat destroyers and representing other destroyers.

The maneuvers will be the first in which the fleet has ever fired at "live" targets. Great credit will be given to those who will want to attend the investigation, arrangements have been made for the use of the large hall in the new National Museum building. The inquiry will open there tomorrow morning at 10 o'clock.

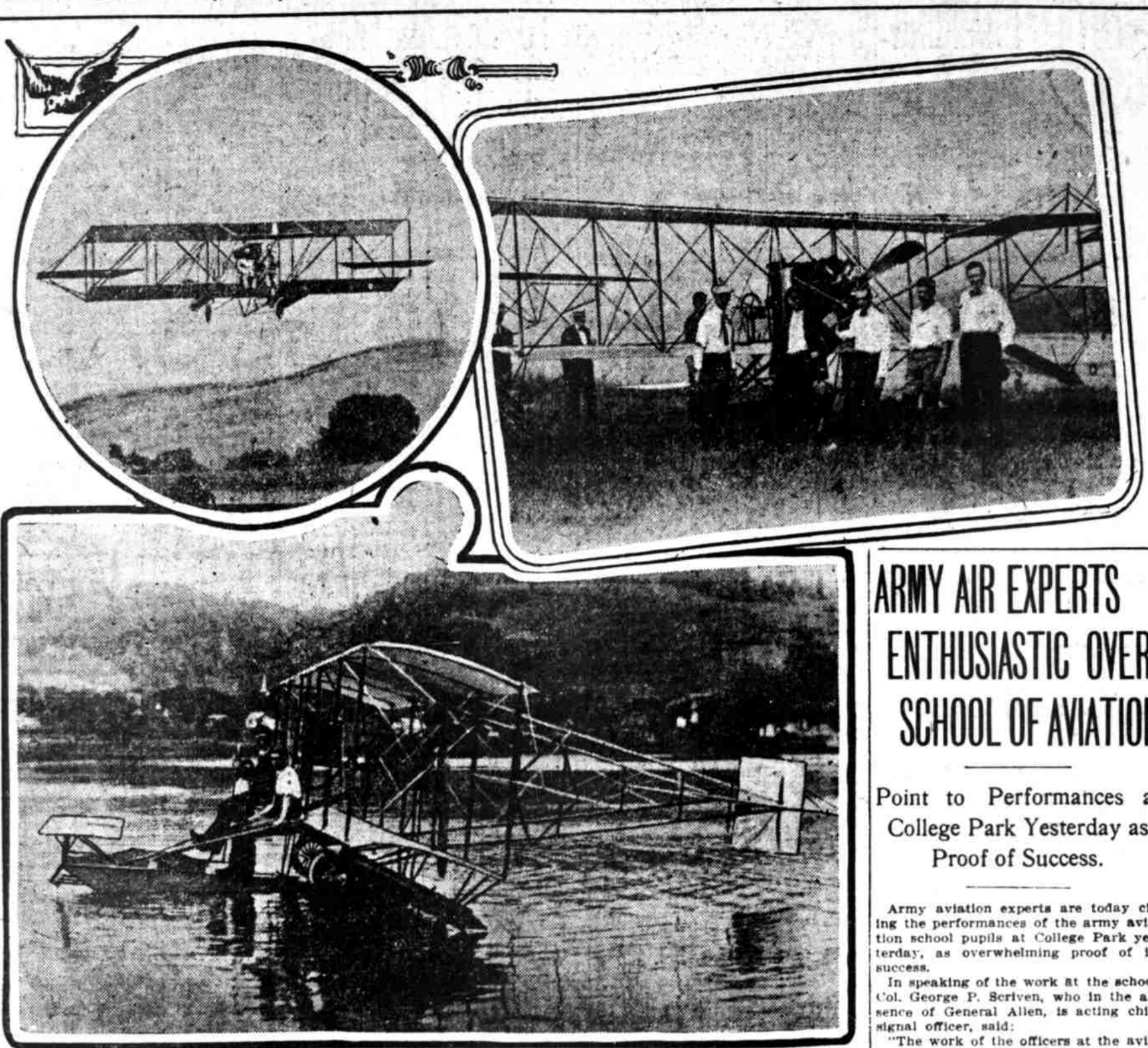
Those supporting the small vessels of the torpedo type are firm in the belief that our great battleship fleet will limp back to Hampton Roads theoretically in a worse condition than some of our experts believe possible.

Coke Company's Case To Be Heard by McChord

Charles C. McChord, of the Interstate Commerce Commission, will end his vacation tomorrow, and conduct a hearing in Boston on the complaint of the New England Coal and Coke Company against the Chesapeake and Ohio railroad.

For years the railroad has been charging for trimming coals, larger at Norfolk. Recently the railroad installed machinery for the work of leveling and trimming. The New England Coal and Coke Company claims it is now being unjustly charged.

Lieutenant Ellyson, Glenn Curtiss, and Triad in Air, on Land, and on Water



CHEERINESS REIGNS AMONG KIDDIES AT CAMP GOOD WILL

Dark Clouds Fail to Hinder Sunday Pleasures of Romping Tots.

The clouds that shut out the sunlight did not shut out the cheeriness of Camp Good Will today. The same blithe spirit that prevails on clear days was in evidence.

Many of the children went to the Sunday schools in Brightwood this morning, after enjoying a brief stay in the swimming pool. Though none of them has a chance to go to the Sunday schools in Brightwood more than two Sundays, because they are at Camp Good Will, for a fortnight, the Camp Good Willers invariably form a fond attachment for their teachers there.

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Brewers Coming Here To Tell "What Is Beer"

Prominent brewers and their attorneys from many parts of the United States are arriving in Washington today, preparatory to the opening tomorrow of the probe on "What is beer?" by Dr. Harvey W. Wiley and his two associates on the board of food and drug inspection.

Realizing that the board room in the Bureau of Chemistry building, in which nearly all the hearings are held, would not be large enough to accommodate all those who will want to attend the investigation, arrangements have been made for the use of the large hall in the new National Museum building. The inquiry will open there tomorrow morning at 10 o'clock.

"We propose, among other things, to learn how much alcohol is in the beer made in this country," said Dr. Wiley. "The less the better. I would be glad if we could get it down to the promotion found in the German brews—about 3 per cent."

OLD AEROPLANE IS SOLD AT AUCTION

Ancient Machine Brings Five Dollars After Much Effort on the Part of the Eloquent Salesman—Charles Baum New Owner.

The auction of an aeroplane is an accomplished fact. A plane that never did get very high was knocked down by the auctioneer's hammer at \$5. It was all there but the engine. Planes, rudders, steering gear, seat and frames, oil tanks, and guys lay in the storeroom of Adam A. Weschler, the auctioneer, who conducted the sale. He took the prospective buyers and the big crowd that the red flag always draws into the storeroom and showed them the flying machine.

Then he auctioned it off. Charles Baum, of H. Baum & Son, 912 Pennsylvania avenue, bid it in. He had few competitors. Not many people want a last year's aeroplane—or any other kind of an aeroplane. This one was a machine that Dr. W. W. Christmas, of Washington, built about a year ago. He had built new ones since, and it was decided that this one should be sold, for it was costing rent in the Terminus Storage Company's warehouse, where it had been kept since last September.

Now the Fashion.
There has got to be a fashion in flying machines, too, and this auction, though it is probably the first ever held, shows that in a little while aviators will be saying: "My dear, we just must have a new machine! That 1910 model is a fright! I am positively ashamed to appear in it!"

It wasn't Adam A. Weschler's fault that there was not more bidding. Mr. Weschler used all the alluring arts of the auctioneer to make the competition for the honor of being the highest and best bidder a fierce contest, not only for material gain and personal distinction, but also for an escape from the ignominy of being worsted in the first auction of an aeroplane.

Mr. Baum offered a dollar, when Mr. Weschler, after describing the aeroplane in the most accurate yet attractive language, asked "What do I hear?"

Mr. Baum looked on unmoved, while Mr. Weschler cried: "Do I hear two? Did I hear one? An aeroplane, is it going to be two? Make it a two—a thank-you, brother! I hear it a two, I hear it a two; make it three, make it a three!"

Going, Going, Gone.
So Mr. Weschler went on until he did hear a three, and four, and, finally, a five. After which, despite his entreaties, pleas, threats, warnings, and importunings, he heard no more.

Mr. Weschler, after crying "Going, going," several seconds, declared that the aero was "gone" and "sold to the gentleman for five dollars."

Mr. Baum took his victory calmly. He felt he had made a good bargain. "I have no idea of using it," he said. "We have a habit of getting the 'freak' sales, though. We just seem to buy the queer things. I really bought this machine for the wood there is in it. I'll turn that over to our cabinetmaker, and he will make something out of it. Fine wood, you know, very light and strong. I do not know what we shall do with the rest of it."

Funeral of I. B. Morris Delayed for Relatives

Because relatives from California will be unable to arrive here within the next few days, funeral services for Isaac B. Morris, son of Robert Morris, and a prominent member of the Washington bar, who died suddenly at the home of his daughter, Mrs. Meta Morris Evans, 929 Farragut square, will be delayed. The body will be placed in the receiving vault at Oak Hill Cemetery.

Mr. Morris was the possessor of a keen and brilliant mind, and was an authority on bi-metallicism and the question of coinage. He is author of the book "Battle of the Standards," which at the time of its publication late in the '90s had a heavy sale, and he made the first silver speech at the first Silver convention held in St. Louis, 1889. The first speech on the silver question, in 1876, is attributed to him. He was chairman of the silver committee in Washington in 1888.

Born in Chester county, Pa., Mr. Morris comes of the Morris family of Revolutionary fame. He was honor graduate of the University of Michigan, Oxford University, graduating in the same class with Horace Mann and Whitelaw Reid. His wife was the daughter of Shepard Lettler.

His daughter, Mrs. Meta Morris Evans, and her two children, Meta M. and George M., survive him.

Special Dispensation Allows Middle to Wed
BALTIMORE, Md., July 30.—By special dispensation of the Navy Department, Middle, son of Commander H. G. Bullard, son of Commander H. G. Bullard, was last evening married to Miss Margery Willard, daughter of Mr. and Mrs. Harry D. Willard, at St. Timothy's Protestant Episcopal Church, Catonsville.

ARMY AIR EXPERTS ENTHUSIASTIC OVER SCHOOL OF AVIATION

Point to Performances at College Park Yesterday as Proof of Success.

Army aviation experts are today citing the performance of the army aviation school pupils at College Park yesterday, as overwhelming proof of its success.

In speaking of the work at the school, Gen. George P. Scriven, who in the absence of General Allen, is acting chief signal officer, said:

"The work of the officers at the aviation school is excellent and Capt. De Forrest Chandler deserves special commendation and praise for the admirable way he is conducting it. On my first visit yesterday to the field at College Park, I was more than pleased with the work being done there. Captain Beck and Lieutenants Arnold, Milling, and Kirtland are certainly aviators who have perfect control of their machines. I was much pleased at the report of Dr. John P. Kelly that the health of the officers and men at the aviation school was good. I will take great interest in the work of the instructors and students at the school."

Big Crowd Attends.
With hundreds of other visitors, Colonel Scriven, who has just returned from a three years' stay in the Philippines, visited the school yesterday.

There was the largest crowd that has been on the field for many a day, and the visitors were well repaid by some excellent and spectacular flying. Lieut. H. H. Arnold broke the army altitude record, Glenn H. Curtiss made two beautiful flights, and Lieutenants Arnold and Milling both raced with fast express trains. Paul Peck won a pilot's license, and other aeronauts feats were demonstrated by Lieutenant Kirtland.

All day long there was a steady stream of visitors to the field, and by afternoon, the parking space was filled with automobiles. The spectators were all taken up with visitors, Senators, Representatives, diplomats, officers of the army and navy, society, and visitors to the Capital were in full force.

Curtiss naturally attracted much attention, but to the credit of Lieutenants Arnold, Milling, and Kirtland it must be said they only added to their well-known reputations as aviators when their work was compared with Curtiss flying.

Curtiss did not attempt to do any fancy flying, but took up a steady practice machine for two flights, and handled the flyer admirably. His getaways and landings clearly showed he had perfect control over his machine. Eugene B. Ely will demonstrate the same aeroplane tomorrow morning, and if it proves satisfactory it will be accepted by the Government.

Milling's Volplaning Praised.
Lieutenant Milling was the first of the officers to take his machine out for an aerial trip, and his spiral glides and volplaning were much appreciated by the spectators. He raced with a train to Branchville, a distance of three miles, and then flew back with a fast express, winning both contests easily.

Lieutenant Arnold then went up for the army altitude record. He first climbed the field, and then began a climb which took him up in the air 4,986 feet. He made the climb in 40 minutes and 30 seconds, and came down in a spiral glide. Lieutenant Kirtland also did some good work with the Wright biplane.

Paul Peck, an aviator of the Rex Smith camp, easily qualified for his pilot's license yesterday. George Totten, Jr., represented the Aero Club of America. Peck has only been flying ten days. Winning his pilot's license so quickly and with the skill he showed yesterday, is considered a remarkable feat.

Backache Nervousness Chronic Disease

Every abnormal condition of the human body has a CAUSE. Disease is only the EFFECT produced by some CAUSE which irritates or prevents the NERVES from performing their NORMAL functions. The nerves are distributed from the spine and for this reason a NORMAL SPINE is the greatest ESSENTIAL to normal nerve action and HEALTH.

You are no older than your spine; you are no stronger than your spine; and you cannot have health unless your spine is normal. Spinal trouble is deceptive; few people realize that their spine is abnormal. You may not realize that your spine affects your health, but, as a matter of fact, if your spine were NORMAL you would never be sick, nervous, or abnormal in any particular. The spine is the body's foundation and the basis of all strength and health.

For years I have devoted my time exclusively to the correction of Spinal, Nervous, and Chronic disorders of the human system, and I know by experience that my mode of practice has no equal in obtaining results. Spinal Adjustment is the only practice that works altogether in harmony with Nature. IT REMOVES THE CAUSE OF DISEASE.

If you are ailing in any way whatsoever, consult me at once. No charge is made for the most complete spinal examination and diagnosis. I will tell you without a question the exact facts about your physical condition.

DR. J. OTHO STEVENSON, Spinalogist
602-604 District National Bank Bldg.
1406 G Street N. W. Phone Main 8179.
Lady in Attendance. Hours 9 A. M. to 5 P. M.

WRECK CAUSED BY EFFORT TO REGAIN ONE LOST MINUTE

Maine Disaster Inquiry Shows Excursion Was Making High Speed.

GRINDSTONE, Me., July 30.—That the men in charge of the Bangor and Aroostook railroad excursion train which smashed head on into a regular train 1,000 feet out of this station, with a loss of eight lives, were making a desperate effort to regain a minute of lost time, appears from the preliminary investigation in progress.

The regular train, Van Buren had running on schedule without orders to wait for the northbound excursion at any point.

The excursion train could have passed the regular at this station if it had been on time. It was about a minute behind schedule, and an effort was made to catch up. Under ordinary conditions it would have succeeded. But this time weather conditions were extraordinary and the train was heavy, the result being that the excursion failed to reach the Grindstone siding and clear the way for the regular.

The State railroad commissioners are investigating the wreck. They have made every effort to ascertain the exact cause of the worst rail disaster the State has had for a dozen years.

It is possible that the Interstate Commerce Commission also will conduct an investigation.

Dies Eating Watermelon.

DOVER, Del., July 30.—George Loat, colored, forty-five years old, while eating a piece of watermelon near the store of W. P. Satterfield here last night, fell over dead. It was first thought he had fainted, but when a physician arrived he pronounced him dead.

WHALERS ORDERED UNDER QUARANTINE; CHOLERA FEARED

Vessels Entering New Bedford Will Be Held for Inspection Against Germ.

NEW BEDFORD, Mass., July 30.—Fearing cholera the board of health issued an order today that all whaling vessels entering this port shall be detained at quarantine until after a thorough medical inspection had been made.

This step was taken at the suggestion of Dr. Samuel H. Durgin of the Boston board of health.

Hitherto it has been customary to detain only those vessels coming from foreign ports. Every summer many New Bedford whalers cruise around the Hatteras grounds.

It is feared that some of them will speak an Italian ship and send aboard a message, buy provisions or in some way come in contact with cholera carriers.

Boston Will Increase Immigrant Quarters In Cholera Protection

BOSTON, July 30.—Boston's facilities for maintaining a guard against the cholera menace are to be enlarged. By August 7, when the Canadian Consulate arrives from Italian ports, a wooden dining room and kitchen capable of caring for 1,000 immigrants will have been erected at the quarantine station on Gallups Island.

The cost will be \$3,545. The contract was given yesterday by the board of health.

"Where Your Dollars Count Most"

BEHREND'S

722-724 7th Street N. W.

Closing July With a Big Blaze of Bargains

19c Children's Bal-briggen Underwear	15c Infants' Sox and Hose	5c Muslin	50c Gingham Petticoats
Bleached Drawers for children 2 to 6 years. Former price, 10c. Clearance price, 8c.	Black, tan, and red Sox and Hose for small children. Old lot price, 4c.	Half Bleached fine count cotton, standard grade, 2c.	Fast color Bates sweater stripe gingham petticoats, full cut, well made, 23c.
50c Men's Pure Silk Sox	12c Children's Ribbed Drawers	\$1.00 Teddy Bear Blankets	12c Children's Muslin Drawers
Black, gray, and tan, pure silk with Hiale heels and toes. 50c qual. 17c.	Ribbed Drawers, 2 to 6 years size, finished with double button-tops, 8c.	Pink and blue all wool Teddy Bear blankets in a number of pretty patterns, 47c.	Good quality, well made and finished cotton Drawers, 2 to 12 years, 7c.

Special \$1.25 Linen Skirts 66c

White and Tan Skirts of extra quality Union Linen. New 2-piece model, opening on side with self-covered button on each side hip. All lengths. 66c.

\$1.00 Children's Dresses 46c

\$1.00 2-piece Kimono or Long Sleeve Dresses for Children from 2 to 6 years; of finest chambray, percale, and gingham. In handsome assortment of stripe, check, or figured designs, with plain pings or button trimmings. 46c.

80c Couch Covers	Buttons Worth 25c Dozen	50c Lawn Kimonos	50c Short Silk Gloves
Rich oriental striped couch covers, reversible, full size, heavily fringed. 55c.	Pearl, silk covered and fancy buttons. Hole or shanked kinds. Odds and ends—worth 10c a dozen. 1c.	Nice quality fast color white and black dotted and flowered Lawn Kimonos. 23c.	Best 50c pure silk, double finger tip 2-clasp Gloves. Black, white, tan and gray. 37c.
25c and 50c Soiled Babies' Bonnets	\$3 Long Linen Automobile Coats	50c Ladies' and Children's Union Suits	50c Brassiere Waists
Odds and ends of baby bonnets and embroidery—trimmed, Bonnets. Ruffled or French styles. 9c.	5 Linen Dusters, high buttoned neck, hip pockets, turn back cuffs. 79c.	Fine gauge ribbed Union Suits, always 50c—for women and children. 22c.	Light weight tight fitting waists with embroidery yokes and strapped seams, all sizes. 24c.

Linen Coat Suits Practically Given Away

\$3.99 Coat Suits, \$1.69

24 Suits of white and tan linen; new short semi-tailored model; strictly man-tailored; new panel front and back skirts. Clearance price. \$1.69.

\$10.00 Suits, \$2.87

Real Irish Linen and English Repp Suits, perfectly tailored and at this season's choicest models; also Cluny Lace-trimmed Suits, in high colors. Garments that sold to \$10.00.

50c Women's Gowns, 29c

Good quality Cotton Gowns full cut, splendidly made, with fine tucked yokes. 29c.